

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

The following Wines, bottled in Europe, have been specially selected and procured from the celebrated firm of Messrs. GEO. G. SANDEMAN, SONS & Co., Ltd., of London, Oporto and Xeres:—

SHERRY:

	Per Doz.	Per Bottle.
LIGHT DRY, ...	\$14.00	\$1.20
SOLEIRA, ...	20.00	1.70
VERY PALE DRY	20.00	1.70
FULL GOLDEN	24.00	2.05
PALE DRY NUTTY	26.00	2.25
IN BEST OLD BROWN	36.00	3.05

MADEIRA:

	Per Doz.	Per Bottle.
GOOD FINE, ...	\$15.00	\$1.25
FINE, ...	30.00	2.50

PORT:

	Per Doz.	Per Bottle.
DOURO, ...	\$16.00	\$1.40
OLD TAWNY, ...	20.00	1.75
INVALID, ...	20.00	1.75
ESTRELLA, ...	26.00	2.25
VERY OLD	29.00	2.50
TAWNY	45.00	3.90
OLDEST AND FINEST	52.00	4.40

We are Sole Agents in Hongkong for O. G. SANDEMAN, SONS & Co., Ltd.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS,

Hongkong, 6th October, 1908.

NOTICE TO CORRESPONDENTS

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous or signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telephone Address: F. 2088. Cables: A.B.C. 641. Ad. Lieber. P. O. Box, 84. Telephone No. 12.

MARRIAGE

On 26th October, 1908, at St. John's Cathedral, Hongkong, HENRY COOPER PARKER, M.B., C.M., second son of Dr. WILLIAM PARKER of Glasgow, Scotland, to ADA ANNIE GARVY, eldest daughter of THOMAS GARVY, Inspector-General of the Police, Hongkong, of New South Wales, Australia.

HONGKONG OFFICE: 10A, DES VROUX ROAD U.
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, OCTOBER 27TH, 1908.

When the Hongkong Pilots' Ordinance of 1904 was enacted a number of British master mariners trading in these waters imagined that it would result in bringing the Colony of Hongkong into line in this matter with all the other ports in the Far East. It is a singular fact that in no other port in the Far East (excepting Japan) is an Asiatic pilot entrusted with a foreign vessel, sailing ship or steamer. Swatow, Amoy, Foochow, Ningpo, Shanghai, Kiaochow, Tientsin, Newchwang, Saigon, Bangkok, Singapore, Penang are all, we understand, staffed by white pilots; as also are the Indian ports of Calcutta, Bombay and Karachi. Hongkong had occupied a unique position among them all in that it did not, up to the passing of the Pilots' Ordinance of 1904, possess a single white pilot. When that Ordinance was passed requiring all persons practising as pilots in these waters to satisfy a Board of Examiners of their competency, many British master mariners, as we have said, imagined their chance had come for employment as pilots. Imagination carried them further than the circumstances justified. They obtained the impression that "a properly constituted pilot service," such as the Ordinance contemplated, meant a service amenable to all the pilot regulations laid down in the Merchant Shipping Act. If that were so the Chinese pilot, ONGKONG-like, would have lost his occupation, and room for the competent British mariner would have been found. We do not know

how many British master mariners have sat for the examination in the last four years and obtained certificates of competency, but certainly many more than are now trying to earn a livelihood here as pilots. The Chinese pilot has not been displaced because the pilot regulations embodied in the Merchant Shipping Act have not, by the local Ordinance, been made applicable to the port. This does not seem to have been generally understood. British master mariners who have obtained certificates of competency as pilots in these waters have learnt to their cost that the pilot regulations laid down in the Merchant Shipping Act may with impunity be disregarded here, and so long as that is the case, we are informed, it is a bad speculation for a British master mariner to turn pilot in Hongkong.

When we refer to *Herald* to learn what were the reasons given for enjoining the Pilots' Ordinance, we find that the ATTORNEY-GENERAL stated that what the Government wanted to do was to see that no one should offer his services as a pilot who was not reasonably considered to be capable of performing the duties of a pilot. "In one sense," said the ATTORNEY-GENERAL, "it may be said that a place like this does not require pilots; the navigation is open, and there is no need to have pilots to bring ships in and out of Hongkong. But apparently the Harbour is so extremely crowded and the difficulties of finding berths so considerable, that the Government has been approached by the shipping community and asked to provide some safeguard that persons who offer themselves for pilots within the waters of the Colony shall know what to do." That application resulted in the Pilots' Ordinance being introduced and passed. The ATTORNEY-GENERAL further explained that: "There is no compulsion for anyone to take a pilot, nor will taking a pilot exempt the ship that takes him from any consequences that may occur from collision or otherwise. Government accepts absolutely no responsibility in the matter." A maximum scale of pilotage fees was drawn up and published, and for the rest the Government said to the Shipping community "Go as you please." For all we know, the Shipping Firms are not dissatisfied with what has been done. Some sense of security is given by the knowledge that the Chinese pilot remains "cock of the walk." The British pilot remains only an object of sympathy. There is little or no occupation in this British Colony. Hongkong remains unique in that respect. Representations, we understand, have been made to the Government on the subject without success. The Government does not see any means by which it could interfere.

"So long as shipping firms consider that the Chinese pilots are competent, Government cannot force them to employ Europeans in preference to Chinese." On this it may be pointed out that it is the Government, not the shipping firms, who, in the first place, considers the Chinese pilots competent, and the shipping companies take the certificates issued to the pilots as the Government warrant for it. The Government cannot entirely free itself from responsibility in the matter. As however, the Government is not prepared to put the Pilot Service of the Colony on the same footing as at other ports—where, for instance, the pilots are all under the immediate direction of the Harbour Master or Pilot Board and each licensed pilot is employed in turn—the European pilots only hope of success in the endeavour to earn a livelihood at Hongkong lies in an appeal to the patriotism of the shipping firms. Until there is any very pronounced preference shown on the part of the shipping firms for European pilots, British seamen who may be aspiring to become pilots would be well advised to give Hongkong the go-by. It is a hard thing to say that in British Colonial Waters the British pilot is not wanted, but the fact has been proved in Hongkong by many during the past four years, and aspiring British pilots should heed the teachings of experience.

There was not a single case of communicable disease in the Colony last week. It will be seen from an announcement in our advertising columns that the Douglas Steamship Co. are to run their new steamer "Huiyang" to Amoy for the accommodation of those desiring to visit Amoy while the American Fleet is there. The steamer leaves at noon on Thursday. The return of visitors to the City Hall Library and Museum for the week ending the 25th October, 1908 shows that of non-Chinese there were 324 to the Library and 251 to the Museum and of Chinese 193 to the former and 2,015 to the latter. The Library was, therefore, used by 327 persons and the Museum by 2,266.

Major-General and Lady Carey arrived in the Colony yesterday from Japan by the French mail steamer "Caledonien."

A circular issued with to-day's *Daily Press* notifies the public that Dr. Lamb, the American oculist, has decided to remain in Hongkong until the 3rd proximo.

By kind permission of Major E. R. J. O'Killy and Officers of the 105th Mahratta (Light Infantry) the Band of the Regiment will play at the Oriental Hotel 2, Queen's Road Central, during dinner on 31st inst. (Saturday).

The Hon. Treasurer of the Allot Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—
Hospital Sunday, Union Church... \$105.85
St. Stephen's College... 100

H. E. Liu Ching Cheng, Minister to Holland and Commissioner to the Hague Conference, has again wired to the Government urging them to tabulate all contracts and agreements with which they are in dispute before the date set for the next conference.

A Chinese woman who went to collect 74 owing her by another native female residing at Kennedy Street, Yau-mai, was thrown down stairs and otherwise maltreated. The offender was charged before Mr. J. R. Wood at the Magistrate's yesterday with assault, and his Worship imposed a fine of \$2 and further ordered the defendant to pay \$2 compensation.

Two fitters appeared before Mr. Kemp at the Magistrate's yesterday on a charge of altering the water service at 253, Queen's Road East without permission of the Water Authority; and the tenant of the house was charged, with procuring their services. The latter defendant was fined \$25, and each of the fitters was fined \$5.

Mrs. Lee of Kowloon City charged a farmer with assault. Complainant's cattle, it was stated, strayed on defendant's land; and the farmer proceeded to chase them off with a bamboo pole. Complainant approached to prevent defendant from hitting them, and the latter struck Mrs. Lee with the pole. Mr. Kemp imposed a fine of \$5, in default, fourteen days' imprisonment.

The South British Insurance Company Limited has had a successful year according to the report just issued. The net revenue for the year amounted to \$247,233-15s 11d, and after all liabilities had been met there was a surplus of \$24,439-6s 4d, which added to the balance from 1907, made a total of \$68,539 11s 11d. A dividend of 1s 8d per share for the half year ended 31st August making the total distribution for the year 3s per share was recommended leaving £19,515 11s 11d to be carried to N. G. Newall.

Yesterday was a busy day at the Marine Magistrate's Court. The Hon. Basil Taylor, Harbour Master, had before him five boat owners from Aberdeen whom he fined \$5 each for having failed to exhibit the required lights between sunset and sunrise, and two from Hongkong with whom he dealt similarly for like offences. The master of the launch "Yang Yat" was fined \$30 for unlawfully blowing his steam whistle, the master of the "Wong Loi" was fined \$25 for failing to observe the rules of the road, and an Aberdeen fisherman was fined \$30 for attempting to frustrate the ends of justice by sinking in the waters of Aberdeen Harbour goods reasonably suspected of being stolen.

A NEW SOLICITOR.

At the Supreme Court yesterday before the Chief Justice (Sir F. Pigott) Sir Henry Berkeley moved that Mr. Leonardo d'Almeida e Castro be admitted to practise as a solicitor. His Lordship replied—We hear you have passed a very excellent examination. We have very much pleasure in admitting you.

THE CHINESE ENGINEERING AND MINING COMPANY LIMITED.

The annual general meeting of the shareholders of the Chinese Engineering and Mining Company, Limited, will be held in London, on the 28th October 1908, when the Directors' report and accounts for the financial year ending February 29th 1908, will be submitted.

EXTRACT FROM DIRECTORS' REPORT.
The net result of the year's transactions shows a balance to the credit of profit and loss account of £184,414, made up as follows:—

Net profit, after providing for all charges in China	2223,286
Add balance brought forward from last year	2,456
Gross receipts in London	3,993
Total	2231,815
Deduct expenditure in Europe, Salaries, stores, etc.	2,630
Debitures, interest	24,583
Debitures, redemption	10,000
Directors' fees	3,013
Legal expenses	3,500
Leaving a net balance of	2184,414
Which the Directors recommend should be appropriated as follows:—	
In placing to reserve for depreciation (making a total reserve of £175,000)	225,000
In paying a final dividend of 1/8 per share paid (free of tax) payable 2nd November 1908	75,000
Making a dividend of 15 per cent for the year with the interim dividend of 1/8 per share paid on 1st May 1908	75,000
Directors' percentage on profits in accordance with Articles of Association	5,485
And carrying forward	3,929
Total	2184,414

The opening of the King Edward VII. Secondary School at Lytham, Lancashire, last month marks the latest phase in the development of the Lytham Charities which have a romantic history. Two centuries ago £5 was bequeathed for the education of the poor children of Lytham. The fund grew to nearly £500, which the trustees invested in land which now forms the centre of Blackpool. The Corporation of Blackpool has paid nearly £100,000 for the freehold rights of small sections of the Charities estate, and it is confidently asserted that the Charities ultimately will be worth £500,000.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

BRITISH SCHOONER SEIZED AT VENEZUELA.

LONDON, October 26th.

It is reported that a British schooner has been seized by the Venezuelan Government, and that the passengers and crew have been imprisoned.

INDIGNANT AUSTRALIANS.

LONDON, October 26th.

There is a strong feeling in Australia against England's advice (regarding the Australian Navy?).

THE "NEAR EASTERN" SITUATION.

LONDON, October 26th.

Negotiations in connection with Turkey and the Balkan States are no further advanced.

THE COTTON CRISIS.

LONDON, October 26th.

There is no prospect at present of a settlement of the Lancashire cotton trouble.

[REUTERS' SERVICE.]

THE EUROPEAN SITUATION.

LONDON, October 24th.

The Vienna press denounces Great Britain as being responsible for the rupture of negotiations between Turkey and Austria, and declares that Austria, supported by Germany, will only attend the conference recognizing the annexation of Bosnia and Herzegovina as an accomplished fact.

Fifty chests of artillery cartridges, partly destined for Serbia, have been confiscated at Linz, Upper Austria.

DEGREES FOR WOMEN.

LONDON, October 24th.

Lord Curzon's Oxford reform scheme includes the opening of degrees for women on the same basis as men.

CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—It may please those interested in Education to learn that application has been made to Oxford to include a paper on the Confucian Analects (語論) for Preliminary, Junior and Senior Chinese candidates at the July Examinations in 1909.—Faithfully Yours, T. K. DEALY.

Hon. Secretary Oxford Locals.

26th October, 1908.

FIRE AT MACAO.

THE GOVERNOR DIRECTING THE FIRE BRIGADE.

A large cracker factory, known as the Tung Cheong, the principal factory of the kind in Macao, was destroyed by fire last week. There was a large quantity of crackers on the premises ready for export, and the blaze illuminated the whole city. His Excellency the Governor was soon on the spot after the alarm had been raised, and in the absence of the Superintendent of the Fire Brigade directed the operations of the Brigade. Two men are reported to have perished in the fire and another was badly injured. The house belonged to Mr. Herbert Dent.

RAILROADS ADVANCE RATES.

Chicago, September 24th.

Advances in commodity rates to the Pacific coast have been decided upon by transcontinental railroads as the next step in the general freight advance program. Efforts have been made to keep the plan secret, but it is said the traffic will be filed with the interstate commerce commission about election time, so that they may be effective soon after December 1.

The increase on most commodities from Chicago to the coast will probably amount to about 5 cents per 100 pounds. In the case of iron it is said the rate will be advanced from 75 cents to 80 cents. No class rates are to be affected.

Rate advances are being worked out wherever it is believed increases are essential, but it is the purpose of the railroads to make public none of the details of the changes until after the election to prevent agitation against the advances during the campaign.

CHARITY ROM NOE

The opening of the King Edward VII. Secondary School at Lytham, Lancashire, last month marks the latest phase in the development of the Lytham Charities which have a romantic history.

Two centuries ago £5 was bequeathed for the education of the poor children of Lytham. The fund grew to nearly £500, which the trustees invested in land which now forms the centre of Blackpool. The Corporation of Blackpool has paid nearly £100,000 for the freehold rights of small sections of the Charities estate, and it is confidently asserted that the Charities ultimately will be worth £500,000.

SUPREME COURT.

Monday, 26th October.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

LANDLORD AND TENANT.

The Chief Justice (Sir F. Pigott) and the Acting Puisne Judge (Mr. H. H. J. Gompertz) sat to hear a motion moved by Sir Henry Berkeley, K.C., instructed by Messrs. Evans and Hayston, on behalf of the Humphreys Estate and Finance Company, for leave to set aside a judgment of the Puisne Judge in the action "P. W. Goldring against the appellants" in which the Lordship found for the plaintiff. The action was one in which the plaintiff claimed for damages from the defendants for damage done to his property while he was a tenant of the defendant. Mr. Goldring appeared in person.

The appellants asked that the judgment should be set aside because (1) the Acting Puisne Judge held that the defendants had been guilty of negligence whereby the damage, suffered by the plaintiff was caused; (2) he held that the landlords had means of knowing the state of the roof and the gutters whereas the evidence shows there was no means of getting on to the roof; (3) he held that the negligence of the defendants arose from the fact that the damage was caused by the reason that either (a) the pipes had become choked by gradual accretion of matter extending over a long period of time or (b) the obstruction was the effect of the storm of July 23rd, 1903, whereby inspection would have revealed the condition of pipes or gutters whereas there was no evidence that the damage was caused by either of the above reasons. Further that the decision was wrong in law that (1) he held no notice was necessary (2) on the facts found by the judge the plaintiff himself was negligent in not giving notice to the defendants of the dampness of the ceiling seen by him; (3) the pipes and gutters on the roof are part and parcel of the flat let to the plaintiff by the defendants; (4) the covenant in the agreement only extends to structural defects of the roof and walls and not to choked pipes.

Sir Henry addressed the court and asked for leave to appeal. The case was one of wide reaching importance to this Colony and the general principles he submitted then and would press upon the Court later was that the Puisne Judge was wrong in holding that the possession and control of the roof of the verandah and the roof covering the flat did not pass to the tenant under the lease. He would submit that everything which was necessary to the enjoyment of the thing demised, the flat, passed with the demise.

The Chief Justice—That would apply to the third and fourth flats?

Sir Henry—Yes, in succession, but in this particular case it applies to the flat and the roof. I am prepared to admit that it will have to be extended to the other flats.

The P. W. Goldring—You remember the case in which it was not demised.

Sir Henry—That was between third parties. Mr. Goldring—I appear in person. There is only one point. I submit the appellants are out of time.

The Chief Justice—What is the practice here with regard to appearing in person?

Mr. Goldring—I don't know, my lord.

The Chief Justice—Do you need special leave to appear in person?

Mr. Goldring—No, you can always appear in person.

Sir Henry—I think Mr. Goldring has the right to appear.

Mr. Goldring then quoted the section to the effect that if a person was dissatisfied with a judgment of the Puisne Judge he might within seven days apply to the Full Court for leave to appeal. No application was made to the Full Court for leave within the specified time and the notice was barely filed in time. The Court had already decided the point that application must be actually made to the Full Court within seven days.

The Chief Justice—The Full Court may extend the time.

Mr. Goldring—That is so.

Sir Henry—When was the judgment given? The Registrar—On the 29th September.

Sir Henry—There is no question of time. The judgment was delivered in vacation.

The Court fixed the appeal to be heard next Monday.

IN SUMMERY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ

(ACTING PUISNE JUDGE).

PRESENTS OR PURCHASES?

The hearing continued of the case in which S. E. Allens sued Miss M. Hayden, of No. 12, Wyndham Street, to recover \$274.58 for goods sold.

Mr. C. F. Dixon (of Messrs. Hastings and Hastings) appeared for the plaintiff, and Mr. G. E. Morrell (of Messrs. Goldring, Barlow and Morrell) for the defendant.

Mr. Morrell asked permission to recall plaintiff to further cross-examine.

Mr. Dixon objected. It was most unfair for Mr. Morrell to have three or four days to think over questions he might have asked, and then to come with a further volley of cross-examination such as plaintiff was subjected to on the last occasion. He further submitted that defendant's solicitor should not be allowed to cross-examine the plaintiff.

The opening of the King Edward VII. Secondary School at Lytham, Lancashire, last month marks the latest phase in the development of the Lytham Charities which have a romantic history.

Two centuries ago £5 was bequeathed for the education of the poor children of Lytham. The fund grew to nearly £500, which the trustees invested in land which now forms the centre of Blackpool. The Corporation of Blackpool has paid nearly £100,000 for the freehold rights of small sections of the Charities estate, and it is confidently asserted that the Charities ultimately will be worth £500,000.

His Lordship—How long will the further cross-examination take?

Mr. Morrell—Only about ten minutes. My friend won't be prejudiced in any way, as he has not re-examined.

His Lordship—In the ordinary way, the mere fact of the case being adjourned is no reason for disallowing the plaintiff to be recalled.

Mr. Morrell—My friend appears to object to my endeavour to get at the truth of the matter.

Mr. Dixon—No, I'm not. I'm objecting to the lines on which the cross-examination is being conducted.

His Lordship said he would allow plaintiff to be recalled to be cross-examined as to actual relations.

Mr. Morrell—I will show that he has committed perjury already.

Plaintiff was recalled, and the cross-examination proceeded.

Will you swear on the Koran that all you've told me hitherto is true?—Were you to give me your firm as a gift, I wouldn't swear on the Koran. Nobody would, even for \$10,000.

How long have you known the defendant?—Since about August last year.

Who paid your passage from India when you came here?—I don't know.

His Worship directed witness to answer. Plaintiff said his father sent him with Cassim Mahomed to learn business.

And why did you leave him?—I liked to. As a matter of fact, he liked you to? It's untrue, you're telling lies too.

I'm telling lies too. You admit that you're telling lies?—No.

And from there you went to Hadjee and Co. as a partner?—I want to know what is your object in asking these questions?

Plaintiff was ordered by the Court to answer and replied—Yes, I went as a partner.

And that partnership was dissolved in a fortnight?—Yes, of course. I saw he was losing.

You saw that in a fortnight, did you?—Yes. I was always helping him to make up the books.

Then you went to O. C. Moosa, did you not?—Yes, O. C. Moosa is related to me, and he said, "you come to my shop and learn the business, and when you want to go back to Bombay you can go."

Do you still want to say O. C. Moosa is your cousin?—Yes, I still say he is my cousin, and if he denies it, that means he has a grudge against me. I can prove he is giving you all information.

Do you know a man in Macao named Baohu?—There are half-a-dozen Baohus in Macao. I don't know which you mean.

The one you pay an instalment to?—I don't pay him any instalment.

How do you pay him?—I object to answer the question. It might affect my business.

Mr. Dixon objected. He did not see what questions relating to witness's financial position were relevant to the case.

Mr. Dixon's objection was noted.

As a matter of fact, the shop belongs to the man to whom you pay the money?—I pay the money, but the shop is mine.

In re-examination Mr. Dixon said—It has been suggested that you are not solvent; is this (produced) the book in which you have entered amounts due by customers to whom goods are supplied on credit?—Yes.

How much have you in outstanding debts?—About \$8,000.

And most of them are good accounts?—Yes. It has also been suggested that you made a present of these articles to the defendant; is this the day book showing the credit sales each day?—Yes.

You stated at the last hearing that you had never supplied any articles to Miss Vera Glynn?—Yes, but when I afterwards looked up my books I found that I had supplied some this month.

Mr. Morrell asked that the exhibits be handed to him.

Mr. Dixon—I don't see why my friend should have a roving commission through our books. He gave me notice to produce the books, and when I produced them he never asked for them. I objected to him having two innings, and now he wants a third. He set up a remarkable defence and I seek to prove that my client is of a most disolute character, and in a most insolvent condition. I produce his books to show that he is solvent.

His Lordship—I think Mr. Morrell is entitled to inspection.

Mr. Dixon—I don't think it fair that he should go through them. We don't mind him looking at the defendant's account, but he wants to look at the other accounts.

Mr. Morrell was handed a book, and proceeded to cross-examine the plaintiff with regard to entries therein.

Do you keep all our books in English?—No, in my own language.

Let me have a look at the cash book?—It's in my own language, and you cannot read it. You're simply here to laugh in Court.

Mr. Morrell suggested that the interpreter might read it.

The interpreter said he could not.

SCIENTIFIC MISCELLANY.

NOTICE TO CONSIGNEES.

SHIPPING.

ARRIVALS.
ANGEL, British str., 1,001, Rumpel, 26th Oct. — Bangkok 19th Oct., Kise — Butterfield & Swire.
BEDFORD, British str., 3,800, S. E. Erskine, 26th Oct. — Teingtan 24th Oct.
BELLEPHON, Brit. str., 5,727, Thos. Bartlett, 26th Oct. — Tacoma via Japan 30th Sept. — General — Butterfield & Swire.
CALEDONIAN, French str., 2,074, Martin, 26th Oct. — Yokohama 17th Oct., General — Messageries Maritimes.
DAGNY, Norwegian str., 893, O. Abrahamson, 26th Oct. — Newchwang and Delay 19th Oct. — Beans and General — Aagaard Thorsen & Co.
FOOKANG, British str., 1,987, T. A. Mitchell, 26th Oct. — Singapore 20th Oct. — General — Jardine, Matheson & Co.
HAIYANG, British, 1,273, A. E. Hodgson, 26th Oct. — Greenock 12th Sept. — Coal — Douglas LaPraik & Co.
HITACHI MARU, Japanese str., 4,163, F. E. Cox, 26th Oct. — Japan via Shanghai 23rd Oct. — General — Nippon Yusen Kaisha.
ORIKI, British str., 2,208, G. Maddrell, 26th Oct. — Moji 20th Oct. — Coal — Bradley & Co.
PUTSANDUK, German str., Heyonge, 26th Oct. — Bangkok 16th Oct., Kise — Butterfield & Swire.
RUBI, British str., 1,610, R. W. Almond, 26th Oct. — Manila 24th Oct. — General — Messageries Maritimes.
TELEMACHTIS, British str., 1,940, Williamson, 26th Oct. — Saigon 22nd Oct. — General — Chinese.
TOURANE, French str., 6,053, Lancelin, 26th Oct. — Saigon 23rd Oct. — General — Messageries Maritimes.
TRIUMPH, German str., 739, J. C. Hansen, 26th Oct. — Pakhot 23rd and Holbow 25th Oct. — General — Jensen & Co.
YAWATA MARU, Japanese str., 3,816, I. Sekine, 26th Oct. — Australia and Manila 24th Oct. — Lead sleeper, &c. — Nippon Yusen Kaisha.
YUNSHANG, British str., 1,126, P. N. Rolfe, 26th Oct. — Manila 23rd Oct. — General — Jardine, Matheson & Co.

CLEARANCES.
 At the Harbour Master's Office, 26th October.
Dagny, Norwegian str., for Canton.

DEPARTURES.
 26th October.
AVALA, British str., for Bangkok.
CHITURN, Chinese str., for Amoy.
KOHCHING, German str., for Bangkok.
KWANGSE, British str., for Canton.

SHIPPING REPORTS.
 The British str. **Rubi** reports: Moderate N.E. monsoon and sea, fine weather.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 For SWATOW, AMOY & FOOCOW.

THE Company's Steamship.

"HAIJUN."
 Captain J. W. Evans will be despatched for the above ports TO-DAY, the 27th inst., at 11 A.M.
 For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
 General Managers.
 Hongkong, 24th October, 1908. 1479



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME and TRIESTE (DIRECT)
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 Taking Cargo at through rates to the BRASIS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship.

"AUSTRIA."
 Capt. Raich, will be despatched as above TO-DAY, the 27th October, P.M.
 This steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 23rd October, 1908. 3

DAMPFSCHIFFS-RHEDE-RIE "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship.

"WOLGINS."
 Captain Mohr, will be despatched as above on TUESDAY, the 3rd November.
 For Freight, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 23rd October, 1908. 1423

HONGKONG-BOSTON AND NEW YORK
 VIA PORTS AND SUEZ CANAL.
 (with liberty to call at the Malabar Coast.)

AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK.
S.S. "INVERLYDE" On 13th Nov.
FOR NEW YORK ONLY.
S.S. "BRAEMAR" On or about 20th Nov.
 For Freight and further information, Apply to
SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 22nd October, 1908. 1414

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	ABRAT	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 31st inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 4th Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	SAMBHA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	On 31st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	On 3rd Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	SENIGAMBIA	Ger. str.	k.w.	Bokhorn	HAMBURG-AMERICA LINE	On 15th Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	PEKING	Dan. str.	—	Martin	MELBOURNE & CO.	To-morrow.
LONDON & ANTWERP VIA SINGAPORE, &c.	CALEDONIAN	Fr. str.	—	Knaiss	MELBOURNE & CO.	To-day, at 1 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	R. E. Cox	NIPPON YUSEN KAISHA	To-morrow, at Daylight
LONDON & ANTWERP VIA SINGAPORE, &c.	LIBERIA	Ger. str.	k.w.	Knaiss	HAMBURG-AMERICA LINE	On 4th Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	KAMAKURA MARU	Jap. str.	—	G. Rott	NIPPON YUSEN KAISHA	On 14th Nov., at D'light
LONDON & ANTWERP VIA SINGAPORE, &c.	PRINCESS ALICE	Ger. str.	—	Raich	MELBOURNE & CO.	On 4th Nov., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Mohr	SANDER, WIELER & Co.	To-day, P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	PATNA	Brit. str.	—	—	DODWELL & CO., LTD.	On 3rd Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	WOLGINS	Ger. str.	—	—	CARLOWITZ & Co.	On 3rd Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	BRAMMAR	Am. str.	—	—	SHEWAN, TOMES & Co.	About 20th Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	INVERLYDE	Am. str.	—	—	CANADIAN PACIFIC RAILWAY	On 13th Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	GLORFARG	Brit. str.	2m.	Wm. Thompson	CANADIAN PACIFIC RAILWAY	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str.	1m.	M. Yagi	NIPPON YUSEN KAISHA	On 7th Nov., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	W. Shotton	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 10th Nov., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUEVIC	Brit. str.	—	D. Lenz	MELBOURNE & CO.	On 19th Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	Hood	GIBB, LIVINGSTON & Co.	On 30th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ SIGISMUND	Ger. str.	—	G. W. Eidy	BUTTERFIELD & SWIRE	On 5th Nov., at 5 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	EASTERN	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 12th Nov., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	CHANGSHA	Brit. str.	1m.	R. Nielsen	NIPPON YUSEN KAISHA	On 21st Nov., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	—	T. Sekine	JARDINE, MATHESON & Co., LD.	On 31st inst., at D'light
LONDON & ANTWERP VIA SINGAPORE, &c.	YAKASA MARU	Jap. str.	—	H. Koops	NIPPON YUSEN KAISHA	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	ONSAKU	Brit. str.	—	V. McClymont-Liddell	JAVA-CHINA-JAPAN LINE	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	—	H. A. Wall	P. NALIN	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	TIBETI	Fr. str.	—	A. G. Cobitt, R.N.R.	JARDINE, MATHESON & Co., LD.	On 26th Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	COBEN	Fr. str.	—	T. Shiraga	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGKING	Brit. str.	1m.	A. E. Sandbach	P. & O. S. N. Co.	To-day, at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	KUANG	Brit. str.	—	J. D. Andrews, R.N.R.	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	1m.	J. Hands	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	FOOKSANG	Brit. str.	—	E. v. Binger	JARDINE, MATHESON & Co., LD.	About 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	CHOSHUN MARU	Jap. str.	—	Guisot	NIPPON YUSEN KAISHA	On 1st Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	HANGSANG	Brit. str.	—	P. J. van Emmerick	MELBOURNE & CO.	About 4th Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	Ighoi	MELBOURNE & CO.	On 9th Nov., P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	MOYORI MARU	Jap. str.	k.w.	Y. Kaburaki	HAMBURG-AMERICA LINE	On 20th Nov.
LONDON & ANTWERP VIA SINGAPORE, &c.	SITHORIA	Ger. str.	—	J. W. Evans	MELBOURNE & CO.	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	—	A. Somerville	MELBOURNE & CO.	To-morrow, at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	ARMAND BEHIG	Ger. str.	k.w.	R. W. Almond	MELBOURNE & CO.	On 1st Nov., at 9 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Dan. str.	—	R. H. Rodger	MELBOURNE & CO.	On 29th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SHOSHU MARU	Jap. str.	—	G. H. Pennefather	MELBOURNE & CO.	To-day, at 11 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	JOSEPH MARU	Jap. str.	—	F. Semblil	MELBOURNE & CO.	On 1st Nov., at 8 A.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	HAIYANG	Brit. str.	1m.	Bradley	JARDINE, MATHESON & Co., LD.	To-day, at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	HAMUN	Brit. str.	1m.	E. J. Todd	JARDINE, MATHESON & Co., LD.	On 30th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SINGAN	Brit. str.	1m.	Pand...	JARDINE, MATHESON & Co., LD.	On 31st inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	TAMING	Brit. str.	1m.	—	JARDINE, MATHESON & Co., LD.	On 7th Nov., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	YUNSHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th Nov., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	RUBI	Brit. str.	—	—	MELBOURNE & CO.	Middle of November.
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 31st inst., at 1 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	1m.	—	JARDINE, MATHESON & Co., LD.	On 5th Nov., at 1 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEBU & ILOILO	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	KUDAT & SANDAKAN	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	SINGAPORE, PENANG & CALUTTA	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	SINGAPORE, PENANG & CALUTTA	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	BATAVIA, CHERIBON, SAMARANG, &c.	Dut. str.	—	—	JARDINE, MATHESON & Co., LD.	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINCESS ALICE" Capt. G. Rott	Wed., 4th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binger	About Wed., 4th November.
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARANG, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Thursday, 5th Nov., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semblil	Middle of November.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOHRS & CO.,
 GENERAL AGENTS, HONGKONG & CHINA.
 Hongkong, 24th October, 1908. 5

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.
PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
SUEVIC	6,285	W. Shotton	On 19th November.
RYMERIC	6,282	F. S. Cowley	On 17th December.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOYERIC	4,445	Mathie...	On 11th Feb., 09

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDING.
 Hongkong, 20th October, 1908.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL.
MARSEILLES VIA PORTS	"CALEDONIAN" Capt. Martin	On 27th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIG" Capt. Guisot	On 8th Nov., P.M.
MARSEILLES VIA PORTS	"POLYNESIE" Capt. Broc	On 10th Nov., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 l.s. up to 271 l.s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
P. NALIN, ACTING AGENT, Queen's Building.
 Hongkong, 26th October, 1908. 2

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF JAPAN"	6,447	WEDNESDAY, 25th Oct.	25th Nov.
"EMPERESS OF JAPAN"	6,400	SATURDAY, 7th Nov.	28th Nov.
"EMPERESS OF JAPAN"	6,400	SATURDAY, 14th Dec.	5th Jan. 09
"EMPERESS OF JAPAN"	6,400	SATURDAY, 19th Dec.	9th Jan. 09
"EMPERESS OF JAPAN"	6,400	SATURDAY, 18th Jan.	6th Feb. 09
"EMPERESS OF JAPAN"	6,400	SATURDAY, 13th Feb.	6th March 09

"EMPERESS" Steamships will depart from HONGKONG at 4 P.M.
 S.S. "EMPERESS" and "EMPERESS" at 12 Noon.
 S.S. "EMPERESS" is a Freighter only and does not carry Passengers.
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIA "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 Hongkong to London, 1st Class, ... 240 ... 242.
 Intermediate ... 240 ... 242.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "EMPERESS" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (1st class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praye, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE,"
 Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from the for Bombay, &c., on SATURDAY, the 31st October, at Noon, taking passengers and cargo for the above port in connection with the Company's s.s. "MOOLTAN," 15,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MACDONALD," due in London on the 12th December, 1908.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
M. A. HEWETT, Superintendent.
 Hongkong, 19th October, 1908.

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK.
 S.S. "PATHAN" On 3rd Nov.
 S.S. "WRAY CASTLE" About 1st Dec.
 For Freight and further information, apply to
DODWELL & CO., LTD., Agents.
 Hongkong, 21st October, 1908. 1293

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.
 Calling at TIKOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN,"
 Captain Hood, will be despatched as above on THURSDAY, 12th Nov., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 22nd October, 1908. 1485

Quick despatch.

On 26th Nov.

To-day, at 11 A.M.

To-morrow, at Noon.

On 20th inst., at 10 A.M.

On 30th inst., at Noon.

About 30th inst.

On 31st inst.

On 1st Nov.

About 4th Nov.

On 9th Nov., P.M.

On

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI Capt. A. G. Cuthbert, R.N.R.	Noon, 28th Oct.	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About, 30th Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. C. L. Daniel	Noon, 31st Oct.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO PORT SAID and MARSEILLES	SUMATRA Capt. E. W. Bruce	On 4th Nov.	Freight and Passage.

For further Particulars, apply to

E. A. MEWETT,
Superintendent.

Hongkong, 24th October, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 27th Oct., 4 P.M.
SHANGHAI	"KIUKIANG"	On 27th Oct., 4 P.M.
HAIPHONG	"SINGAN"	On 1st Nov., 8 A.M.
CEBU and ILOILO	"SUNGKIANG"	On 6th Nov., 4 P.M.

MANILA ZAMBOANGA, THURSDAY ISLAND, COCKTOWN, CAEN, FOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDOUBT SALOON MAKES SINGLE AND RETURN, TO MANILA AND TELEPHONE 36.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th October, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
YOKKAICHI & KOBE	"ONANG"	Tuesday, 27th Oct., Noon.
TIENTSIN via SWATOW & CHEFOO	"CHEONGSHING"	Tuesday, 27th Oct., 11 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Wednesday, 28th Oct., Noon.
SHANGHAI via NINGPO	"YANGSANG"	Friday, 30th Oct., Noon.
MANILA	"YUENSANG"	Friday, 30th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 31st Oct., 1 P.M.
SINGAPORE, PENANG & CALCUTTA	"LATANG"	Friday, 6th Nov., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NANGANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 27th October, 1908.

GENERAL MANAGERS.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION

FOR	THE CO'S SS.	LEAVING
ANPING via SWATOW	"SHOSHU MARU"	WEDNESDAY, 28th Oct., 10 A.M.
SHANGHAI via SWATOW	"CHOSHUN MARU"	THURSDAY, 29th Oct., 10 A.M.
AMOI & FOCHOW	"TOSUGA"	at 10 A.M.
TAMUI via SWATOW	"JOSHIN MARU"	SUNDAY, 1st Nov., 9 A.M.
AMOI	"KABURAKI"	at 9 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 28th October, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via SINGAPORE and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMeward
FOR SHANGHAI, YOKOHAMA & KOBE	FOR HAVRE, DUNKERK & HAMBURG
S.S. SITHONIA	S.S. SAMBIA
S.S. SCANDIA	S.S. SUEVIA
S.S. ISTRIA	S.S. LIBERIA
S.S. BRISGAVIA	S.S. SENEGAMBIA
S.S. ANDALUSIA	
S.S. SAXONIA	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 26th October, 1908.

Hongkong Office.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSHILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU Capt. F. E. Cope Tons 6715	WEDNESDAY, 28th Oct., at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	KAMAKURA MARU Capt. H. Fraser Tons 6126	WEDNESDAY, 11th Nov., at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Wm. Thompson, Tons 7458	TUESDAY, 27th Oct., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson, Tons 5076	FRIDAY, 30th Oct., at Noon
YOKOHAMA	YAWATA MARU Capt. T. Sekino, Tons 3817	FRIDAY, 27th Nov., at Noon
YOKOHAMA	YAWATA MARU Capt. T. Sekino, Tons 3817	WEDNESDAY, 28th Oct., at Noon
KOBE and YOKOHAMA	WAKASA MARU Capt. N. Nielsen, Tons 6285	THURSDAY, 31st Oct., at Daylight
SHANGHAI and KOBE	MOYORI MARU Capt. J. Handa, Tons 3265	SATURDAY, 31st Oct., at Daylight

* Omitting Yokkaichi.
* Fitted with Marconi's System of Wireless Telegraphy.
* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Hongkong 22nd October, 1908.

MANAGER. 356

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama, GAKO to HONGKONG in 30 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver
Passengers to Overland and Europe }
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

= CORSE 28th Nov. | AMIRAL MAGON 11th Jan. 09
= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

* Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, Acting Agent,
FRENCH MAIL OFFICE.

Hongkong, 22nd October, 1908.

782

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
BUBI	2540	R. W. Almond	Manila	On 31st Oct., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 7th Nov., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th October, 1908.

14

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSHILLES, HAVRE and COPENHAGEN	"PEKING"	28th October.
MARSHILLES, HAVRE and COPENHAGEN	"CANTON"	Middle of November.

For Further Particulars, apply to
Hongkong, 14th October, 1908.

MELOHRS & CO.,
AGENTS.

6

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS

BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VOGES ROAD, HONGKONG.

Japan Office:
14, WATER STREET, YOKOHAMA.

320

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchuria Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanchoangtu (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after October 28th, 1908)

BRANCH RAILWAY LINES:

BOHUN LINE—For Boheon (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchwang), 1 hour from Tashihohio Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.

ANTUNG-HSIN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add.: "YAMATO").

DAIREN (Daly), PORT ARTHUR and CHANGCHUN (KWANGCHENGZU), and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "MANCHU" Codes: A.B.C., 5th Ed., A.I. and Lieber's. 1908

SHIPPING IN PORT.

STEAMERS	SAILING VESSELS
ACHILLES, British str., 4,483, R. C. Thompson, 20th Oct.—Foonoh 18th Oct., General—Butterfield & Swire.	WONKOKI, German str., 1,115, W. Rohrer, 22nd Oct.—Bangkok 12th October, Rice and General—Butterfield & Swire.
ARI MARU, Japanese str., 3,985, M. Yagi, 25th October—Moji 21st October, General—Nippon Yusen Kaisha.	YKOROFU MARU, Japanese str., 4,168, Sato 24th Oct.—Japan 13th Oct., General and Coal—Nippon Yusen Kaisha.

AMIGO, German str., 522, Frandsen, 25th Oct.—Haiphong and Hothow 25th October, General and Rice—Jardine & Matheson & Co.

AUSTRIA, Austrian str., 4,871, Kainuloh, 25th October—Kobe 13th October, General—Sander Wisler & Co.

BOURBON, French str., 997, Le Bail, 13th Oct.—Saigon 7th Oct., General—Chinese.

CHONGSHING, Brit. str., 1,256, V. McIlmoynt, 21st Oct.—Tientsin 14th October, General—Jardine, Matheson & Co.

CLARA JENSEN, German str., 1,102, Jacob Balmann, 23rd Oct.—Chefoo 17th October, General—Jensen & Co.

FAIRING, Chinese str., 984, Westlands, 23rd Oct.—Shanghai 20th October, General—Chinese.

GENEFA, British str., 2,350, W. H. L. Holman, 21st Oct.—Shanghai 18th Oct., General—C. P. K. & Co.

GENOOLE, British str., 2,398, W. J. Luckins, 7th Oct.—Singapore 1st October, General—Chinese.

HAIYUN, British str., 636, J. W. Evans, 25th Oct.—Foonoh Oct. 22nd, Amoy 23rd and Swatow 24th, General—Douglas, Laiprak & Co.

HOPKINS, British str., 1,554, Hay, 17th October—Surabaya 4th October, Sugar—Jardine, Matheson & Co.

JOSHIN MARU, Japanese str., 705, K. Kuroki, 17th October—Swatow 16th Oct., General—Onaka Shosen Kaisha.

KALANG, British str., 1,143, R. L. Lewis, 22nd Oct.—Newchwang and Chefoo 17th Oct., Beans and General—Butterfield & Swire.

KHONGWAI, German str., 1,100, S. Kohler, 19th Oct.—Bangkok and Swatow 9th Oct., Rice and General—Butterfield & Swire.

KIUKIANG, British str., 1,228, H. A. Warrell, 22nd October—Amoy 20th Oct., General—Butterfield & Swire.

KWISYANG, British str., 1,044, Dowson, 11th October—Chefoo 6th October, General—Butterfield & Swire.

KWANGSH, British str., 1,228, A. Stott, 25th October—Newchwang and Chefoo 19th October, General—Butterfield & Swire.

LABRETS, British str., 1,340, Framp' on, 12th October—Saigon 7th October General—Chinese.

LANDRAT ICHTEFF, German str., 1,012, J. Grandt, 10th October—Yokohama 1st Oct., China Commercial S.S. & Co.

MAUSANG, British str., 1,644, Weigall, 9th Oct.—Sandakan 3rd Oct., Timber and General—Jardine, Matheson & Co.

MATILDE KORN, Ger. str., 1,846, Dibbon, 25th October—Moji 19th October, Coal—Shewan, Tomes & Co.

MERAPI, Dutch str., 1,597, E. Uddall, 23rd Oct.—Singapore 16th October, Sugar—Chinese.

MICHAEL JENSEN, German str., 951, H. Ben-dixen, 18th Oct.—Kwang Yen 8th October, Cement and Stone—Jensen & Co.

NANSHAN, British str., 1,267, Allan Jones 18th October—Saigon 14th Oct., Rice and General—Bradley & Co.

OPABARD, Norwegian str., 1,106, E. Balvard, 19th October—Singapore 12th October, General—Asgard Thorsen.

ONANG, British str., 1,787, F. Wheeler, 15th Oct.—Moji 9th October, Coal—Jardine, Matheson & Co.

PREINZ STEINMUND, German str., 1,344, D. Lens 16th October—Sydney 22nd Sept., General—Melchers & Co.

RAGNAR, Norwegian str., 1,230, Augensen, 13th October—Rajang 5th October, Timber—Asgard Thorsen & Co.

QUANTA, German str., 1,146, H. Madsen 21st October—Batavia 11th October, General—Java-China-Japan Lijn.

SAMSEN, German str., 988, F. Schuretz, 14th Oct.—Bangkok 2nd October, Rice, Salt and Meal—Butterfield & Swire.

SHOSHU MARU, Japanese str., 998, I. Ijichi, 25th October—Amoy 22nd Oct., General—Osaka Shosen Kaisha.

SOUDAN British str., 4,207, S. de B. Locher, 23rd Oct.—Southampton 18th September—Government.

SURABAYA, British str., 1,798, W. D. Walsh, 2nd October—Chefoo 24th September, China Commercial & Co.

TAMING, British str., 1,350, A. Somerville, 23rd October—Manila 20th October, General—Butterfield & Swire.

TANGO MARU, Jap. str., 7,463, W. Thompson, 18th October—Shanghai 15th October—Nippon Yusen Kaisha.

TERMO MARU, Japanese str., 3,447, E. Bent, 23rd Oct.—San Francisco 25th September, Mails and General—Toyo Kisen Kaisha.

TRITATAP, Dutch str., 2,475, P. J. Emmerich, 23rd Oct.—Measur 9th Oct., General—Java-China-Japan Lijn.

WATERLOO, surveying ship, 620 tons, 450 h.p. Lieut. Comdr. H. P. Douglas, Singapore.

Whiting, torpedo-boat destroyer, 390 tons, 5 guns, 5,900 h.p., Lieut. Comdr. J. Kiddie, Hongkong.

Wilgeon, gunboat 195, tons, 2 guns, 800 h.p. Lieut. Comdr. John F. Knox, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. H. V. Cottrill, Dornier, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. B. Livingstone, Yangtze.

ON SALE.

RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 34 Years From 1874 to 1907.
Price—22 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

